



# History of the Town Planning Commission

## 1948 to 1965



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## PUBLICITY

Early in 1947 Mr. S. R. Frost, C. E., M.E.I.C. came to Moncton in the course of his business and became very much enamoured with this part of Canada, which he had not visited before. He felt that Moncton had the makings of a really large city over the next fifty years and tried to impress on everyone he met that what the city was very much in need of was Town Planning. Alderman L. C. Jones, Sr., had for some time been advocating just this same thing and he was instrumental with Mayor Murphy in getting a Town Planning Commission established for Moncton under the New Brunswick Town Planning Act which had been passed in 1927. Alderman Jones was charged with the responsibility of getting the thing on the track and as a matter of fact was the first Chairman of the Commission and through public meetings, press releases, etc., probably did more than anyone else to get the Town Planning Commission of the Metropolitan Area of Greater Moncton accepted by the citizens generally.

At the Organizational Meeting of the Commission on August 26th, 1948, Mr. A. T. Parkes was appointed as Public Relations Officer and he was charged with the job of working out a campaign to publicize the town planning idea in Moncton. A letter was sent out to the various service organizations in the city inviting them to set up a small committee from their memberships to co-operate with the Commission in its work. Articles appeared in the press and addresses were given over the local radio station.

Soon however, Commissioner J. H. McClure began to mutter about the publicity campaign which had reached quite a pitch and said it was OK for directing to top-drawer business people but that the "ordinary run of shad" were beginning to feel "talked down to", and he felt that the campaign should be soft-pedalled. (he said it was a sort of "who do they think they are" and "do they think they are running the city" sort of gripe). Later a general feeling developed that perhaps the Commission was taking too much upon itself and too great a part in city affairs through its extensive publicity and there was a movement afoot to have Moncton City withdraw from the Commission (which it actually did for a space of a few weeks) and institute a planning department of its own. However, after second thoughts and cooled tempers had prevailed, there was no difficulty in getting agreement on the undisputed fact that there was little benefit in having a well planned city with a ring of shacks and general slum conditions just beyond its borders, and the present Commission,

well balanced as to representation of municipalities, came into being.

In the meeting of September 22nd, 1950 the Minutes read as follows:

"Commissioner Godfrey drew the Commission's attention to the fact that the Commission has been dodging publicity during recent months and, while he thought that in view of results of some incidents, this attitude had been justified, perhaps the time has now come when we could afford to draw a little more attention from the Press, particularly in relation to the number of building approvals regularly receiving Commission attention, the new subdivisions being constantly authorized and other items of similar public interest."

The Commission agreed and the Chairman (R. L. Parsons) pointed out that he had appointed Commissioner Lou Davis to head a Publicity Committee to look after such matters.

Although there continued to be a Publicity Committee on the Standing Committee list of the Commission, this Committee has been quite inactive since Commissioner Davis' resignation and the Commissioners generally seemed to feel that Town Planning was a pretty well accepted thing in Moncton and staff relationships with the Press has been kept cordial; Commission activities generally are well reported, witness the sketch plan of the roadway across the C.N.R. property, which was published a few weeks ago as a Town Planning objective. Under the chairmanship of Commissioner Milburn in 1960 this Committee disappeared altogether and has not been since reactivated.



In November 1949 the City of Moncton decided to withdraw from the Town Planning Commission of the Metropolitan Area of Greater Moncton, planning to substitute therefor a separate Commission of its own, having authority only within the boundaries of the city. This action by City Council left the City appointed Commissioners without municipal backing and they of course resigned, leaving only representatives from the other four participating municipalities to carry on - the then Town of Sunny Brae, the then Village of Dieppe, and portions of the Parish of Moncton in Westmorland County and the Parish of Coverdale in Albert County. Having thus lost half its membership and all its officers, the Commission was re-organized with Deputy Warden Charles Cormier of Westmorland County as Chairman and J. Heber Brown as Vice-Chairman. Mr. Frost agreed to act as Secretary-Treasurer in place of Lt.-Col. L. T. Tingley. The Commission's solicitor, R. D. Mitton, advised that the Commission was legally within its powers in carrying on its work in the absence of the Commissioners who had originally been appointed by the City of Moncton.

All this was a trying period for the enthusiastic and dedicated men who had been building up a smoothly functioning Metropolitan Commission. They decided that if Moncton were actually to have a separate Commission of its own, the best course would be for the outside municipalities to carry on with their appointed Commissioners as one group to work along as well as could be with the new Moncton group when officially set up. By late January 1950 however this "Separate Commission" idea was dropped and the Commission was reorganized much along the same lines as it exists today. It was realized that a Metropolitan grouping was necessary to integrate the whole area as it was quite possible that the smaller municipalities would gradually lose interest and drop out unless the more powerful Moncton City provided the necessary leadership for the whole group and it was quite possible the City would be left with a ring of uncontrolled and unplanned areas around its border.

The Organizational Meeting of the Commission was held on August 26th, 1948 with the following persons present:-

L. C. Jones, Sr., who was the first Chairman (Alderman of Moncton)	
S. R. Frost	Harold Merry
R. L. Parsons	Lou Davis
J. A. Godfrey	Edgar T. LeBlanc
Mrs. J. E. Hoover	Ernest McConnell (County Councillor-Westmorland Co.)
C. F. Savoie	Ruel Steeves " " "
L. H. Selick	R. D. Mitton (Legal Advisor to the Commission)
Henry J. Murphy	Walter Wheeler
Roy MacManus	Mrs. Dora Duffy Mitton
Mrs. E. L. Saunders	Fraser Robb (Press)
	R. Murphy (C.K.C.W. Radio Press)

Present at subsequent meetings:-

A. T. Parkes (Public Relations)  
Sifroi A. LeBlanc (appointed Honorary Commissioner Jan. 13th, 1949)  
B. W. Isner " " " " 25th "

1949      Membership

✓ Alderman L. C. Jones, Sr. (Resigned May 3rd, 1949)  
✓ R. L. Parsons  
✓ S. R. Frost  
G. W. Hudson (replaced Alderman Jones as Chairman)  
✓ J. A. Godfrey  
✓ Mrs. J. E. Hoover (resigned during year)  
✓ Mrs. Roberta Perry (replaced Mrs. Hoover)  
C. F. Savoie  
✓ H. J. Murphy  
✓ Lou Selick (resigned during year)  
✓ Lou Davis (replaced Mr. Selick)  
✓ Roy MacManus  
✓ Chas. E. Cormier (replaced G. W. Hudson as Chairman)  
✓ E. C. Dunfield  
✓ J. Heber Brown  
✓ J. Regis LeBlanc  
✓ Mrs. E. L. Saunders (resigned during year)  
R. L. Lennox (replaced Mrs. E. L. Saunders)

1950      Membership

Chas. E. Cormier (resigned during year)	J. Regis LeBlanc
R. L. Parsons (replaced Mr. Cormier as Chairman)	R. W. MacManus
Edgar T. LeBlanc	J. L. Milburn
Blair Steeves	Carl Richard
Irving Schelaw (resigned during year)	C. E. Dunfield (term expired during year)
J. A. Godfrey	J. H. Brown (resigned during year)
Emery Girouard	J. H. McClure
Jos. P. Wood	
Lou Davis	
Adrien Cormier (resigned during year)	



1951      MEMBERSHIP

R. L. Parsons (Chairman)	Jos. P. Wood
J. H. McClure (Vice-Chairman)	J. Regis LeBlanc
Edgar T. LeBlanc	R. W. MacManus (resigned during year)
Blair Steeves	J. D. Bedell      "      "      "
Lou Davis	J. L. Milburn
J. A. Godfrey	Carl Richard
Emery Girouard	W. A. Curry

1952      Membership

J. H. McClure (Chairman)	Emery Girouard
J. A. Godfrey (Vice-Chairman)	Jos. P. Wood
E. T. LeBlanc	J. Regis LeBlanc
B. H. Steeves (resigned during year)	F. K. Rushton (resigned during year)
E. A. Willis (replaced B. H. Steeves)	Paul A. Dryden (replaced F. K. Rushton)
R. L. Parsons	J. L. Milburn
Lou Davis	Carl Richard
	W. A. Curry

1953      Membership

J. H. McClure (Chairman)	J. Regis LeBlanc
J. A. Godfrey (Vice-Chairman)	P. E. Dryden (resigned during year)
R. L. Parsons	Emmett Byron (replaced P. E. Dryden)
E. A. Willis	Edgar T. LeBlanc
Emery Girouard (term expired during year)	Jos. P. Wood
W.A.S. Melanson (replaced Emery Girouard)	Carl Richard
Lou Davis (resigned during year)	W. A. Curry
B. S. Richardson (replaced Lou Davis)	
J. L. Milburn	

1954      Membership

J. H. McClure (Chairman)	B. S. Richardson
J. A. Godfrey (Vice-Chairman)	E. A. Willis
Edgar T. LeBlanc	Jos. P. Wood (resigned during year)
W. A. S. Melanson	Emmett Byron
R. L. Parsons	W. A. Curry
J. Regis LeBlanc	J. L. Milburn
	Carl Richard

1955      Membership

J. H. McClure (Chairman)	E. A. Willis
J. A. Godfrey (Vice-Chairman)	E. T. LeBlanc
R. L. Parsons	J. Regis LeBlanc
W. A. S. Melanson	J. L. Milburn
B. L. Skidmore (replaced Jos. P. Wood)	Carl Richard
B. S. Richardson	W. A. Curry

MEMBERSHIP,  
COMMISSIONERS, ETC.

1956      MEMBERSHIP

J. H. McClure (Chairman)  
J. A. Godfrey (Vice-Chairman)  
R. L. Parsons  
S. E. Calhoun (replaced W.A.S. Melanson-term expired)  
B. L. Skidmore  
B. S. Richardson

E. A. Willis  
E. T. LeBlanc  
Rudolphe Leger (Replaced J. Regis  
LeBlanc-resigned)  
J. L. Milburn  
Carl Richard  
W. A. Curry

1957      Membership

J. A. Godfrey (Chairman)  
J. L. Milburn (Vice-Chairman)  
R. L. Parsons  
S. E. Calhoun  
B. L. Skidmore  
E. A. Willis

E. T. LeBlanc  
Rudolphe Leger  
B. S. Richardson  
Carl Richard  
W. A. Curry  
J. H. McClure

1958      Membership

J. A. Godfrey (Chairman)  
J. L. Milburn (Vice-Chairman)  
R. L. Parsons  
W. A. West (replaced J. H. McClure-resigned)  
C. E. Leger (replaced E. T. LeBlanc-resigned)  
B. A. Steeves (replaced W. A. Curry-term expired)

B. L. Skidmore  
E. A. Willis  
Rudolphe Leger  
B. S. Richardson  
Carl Richard

1959      Membership

J. A. Godfrey (Chairman)  
J. L. Milburn (Vice-Chairman)  
R. L. Parsons  
W. A. West  
C. E. Leger  
B. A. Steeves

B. L. Skidmore  
E. A. Willis  
E. E. Saulnier (replaced S. E. Calhoun-  
term expired)  
J. Eric Cormier (replaced Carl Richard-  
term expired)  
Sifroi A. LeBlanc (replaced Rudolphe  
Leger-resigned)

1960      Membership

J. L. Milburn (Chairman)  
E. A. Willis (Vice-Chairman)  
J. A. Godfrey  
R. L. Parsons  
B. S. Richardson  
Sifroi A. LeBlanc

W. A. West  
B. A. Steeves  
E. E. Saulnier  
C. E. Leger  
J. Eric Cormier  
B. L. Skidmore

1961      Membership

E. A. Willis (Chairman)  
(Chairman Willis died in October 1961)  
C. E. Leger (Vice-Chairman)  
W. A. West  
J. A. Godfrey  
R. L. Parsons  
S. A. LeBlanc  
J. L. Milburn (resigned during year)

Eric Cormier  
B. L. Skidmore  
E. E. Saulnier  
F. P. Driscoll (replaced E. A. Willis -  
deceased)  
D. C. Humphrey (replaced B. S. Richards or  
resigned)  
B. A. Steeves

1962      Membership

C. E. Leger (Chairman)  
W. A. West (Vice-Chairman)  
B. A. Steeves  
B. L. Skidmore  
J. H. Brown (replaced J. L. Milburn-resigned)  
R. L. Parsons  
S. A. LeBlanc  
J. A. Godfrey (resigned during year)

F. P. Driscoll  
V. E. Bourgeois (replaced E. E. Saulnier-  
resigned)  
D. C. Humphrey  
G. I. Mitton (replaced J. A. Godfrey -  
resigned)  
Eric Cormier

1963      Membership

C. E. Leger (Chairman)  
W. A. West (Vice-Chairman)  
B. A. Steeves  
B. L. Skidmore  
J. H. Brown  
  
John C. LeBlanc (replaced J. Eric Cormier -  
term expired)  
Sifroi A. LeBlanc

F. P. Driscoll  
V. E. Bourgeois  
R. L. Parsons  
D. C. Humphrey  
R. C. Hayes (replaced G. I. Mitton -  
resigned)  
G. I. Mitton (resigned during year)

1964      Membership

W. A. West (Chairman)  
Sifroi A. LeBlanc (Vice-Chairman)  
B. A. Steeves  
B. L. Skidmore  
C. E. Leger  
J. H. Brown

John C. LeBlanc  
R. L. Parsons  
F. P. Driscoll  
D. C. Humphrey  
V. E. Bourgeois  
R. C. Hayes



At the time of the inception of the Planning Commission the Moncton area was in a particularly bad way with regard to housing. It was in that period just after the war when living quarters were at a premium over the city, what with the return of servicemen to their families, etc. The Federal Government still found it necessary to enforce wartime rental regulations and the pressure towards additional new construction was apparent from all sides. So, at the first regular meeting of the Commission, held on September 1st, 1948, a "Housing Committee" was formed with Commissioner J. Heber Brown as Chairman and with Commissioners Frost and Parsons as members. The duties of this Committee were listed as including consideration of rehabilitation projects, public and private housing, slum clearance, Building Codes, etc. In reporting on the critical shortage of living accommodations, especially for low income families, this Committee recommended that the city take advantage of the new federal and provincial provisions for low cost housing developments. This recommendation was forwarded to the various municipalities of the Metropolitan Area, and now fifteen years later the city is building a 102 unit low-cost housing complex in a location favored by the Commission as one of the best sites in the city for such a development. "Better late than never", as far as the Commission is concerned.

At an early meeting Committee Chairman Brown agreed to undertake a study leading to the choice of a suitable building code for the Moncton Area. It should be remembered that at this time not one of the municipalities, including Moncton City, had as yet adopted a building code, which meant that there was no inspection of buildings under construction as to safety of materials, workmanship, etc. and many of the older dwellings have partitions and walls constructed of the highly inflammable and fire hazard materials dating from these times of no controls. The Committee soon became aware of the enormous amount of work needed for an adequate survey of existing housing conditions and agreed to first assess the land-use possibilities within the whole Metropolitan Area, it being evident that this work would of necessity tie in very closely with Zoning and Subdivision Bylaws. Information was also sought from the Moncton Housing Registry as to what type of accommodation and at what rent was most in demand.

At the December 14th, 1948 meeting Housing Committee Chairman Brown submitted the following report:

"A survey ~~is~~ being made to determine the actual housing shortage for this area, in order that the Commission may be able to plan better housing conditions for the city and localities covered by Town Planning. A survey is also being carried out regarding suitable housing developments, which will tie in with the Master Plan for this area. As a preliminary report, a casual survey from the "Man in the Street," seems to bring to light a severe lack of renting accomodation in Moncton. There appear to be many families who are not in a position to make a down payment on a home and yet are living in accomodations which are totally inadequate for their requirements. There are many families who are forced to live in cramped quarters, both from a financial set-up and from lack of suitable accomodation at almost any price. This seems to be a problem which should be tackled immediately, small houses, apartments, flats, or even suitable rooms, self-contained, would be the means of easing the housing situation for many families.

Many men with growing families cannot and will not be able to purchase their own homes for perhaps a number of years and sufficient rooms or space in fairly pleasant surroundings would go a long way towards making a happy and contented community."

In the light of this report the Commission decided to invite Mr. J. E. Dudley of Halifax, Maritime supervisor of the Central Mortgage and Housing Corporation which was then entering the field of private house financing, to attend a Commission meeting so that the Commissioners could get first hand information with regard to the operations of the Corporation. Mr. Dudley, accompanied by two other officers of the Corporation attended a later meeting and outlined what the Corporation was prepared to do in the case of financing of housing and the different types of dwellings covered.

With respect to inadequate present housing, the state of the majority of living conditions in the Parkton district was brought before a meeting. Chairman of the Commission, Alderman L. C. Jones, Sr., reported that he had attended a meeting of the Westmorland County Sub-District Board of Health where Mr. Mervyn Martin, Sanitary Engineer, had submitted a report stating that fully 70% of the wells in Parkton are contaminated and the water unfit for human consumption. A long discussion ensued and it was the consensus of the meeting that this district could well be considered a slum area and it might be possible that the Federal Government could be prevailed upon to assume a large percentage of the cost of remedial action thereon. It was considered that a great many of the so-called dwellings in that area were so poorly constructed that it would be impracticable to install toilets, baths, running water or sewer connections to them because these facilities would cost more than the buildings were worth.

It was moved that the "commission views with alarm the unsanitary conditions prevailing in the Parkton area and considers that this area contains much substandard housing and that these contribute much to the afbresaid unsanitary conditions and that this



Commission considers that the matter should be brought to the attention of the Housing and Health authorities of the Provincial Government." The Commission then directed that copies of this resolution be forwarded to the Minister of Health and the Minister of Industry and Reconstruction at Fredericton. This was the first official report on the Parkton situation which was later to result in the area being taken into Moncton and the Provincial Government giving the city a grant over a period of five years to assist in its rehabilitation.

The Commission had contacted the Attorney General's Department with reference to the legality of including a building code by reference in the zoning regulations but the Department had advised that no authority under the Town Planning Act was available and that it would be necessary to have separate ByLaws adopted by each local authority within the Commission's Jurisdictional Area. The City Council was immediately advised of this and on March 7th, 1949 as a direct result of the work in this respect by the Commission, the Council moved to submit a Bill to the Legislature of New Brunswick which would amend the Moncton Consolidation Act to empower the city to enact ByLaws regulating and controlling the class of building materials and etc. which could be used within the City of Moncton and to adopt the National Building Code. The process developed in an orderly manner and later the other municipalities in the Commission area also adopted the same Code. Also, in the Zoning ByLaw as adopted is a section giving the Commission authority to request Council to order the removal or demolition of any building or structure which in the opinion of the Commission is dangerous, unsightly or dilapidated; this ByLaw also sets out the minimum sizes of dwellings which may be constructed in the Metropolitan Area.

At the September 23rd, 1949 meeting it was noted that the Federal Government through the Minister of Reconstruction has just announced a new policy to aid new home owners and has indicated that with the co-operation of the Province, housing redevelopment projects may be undertaken on a 75%-25% basis, and that these projects may take the form of rental projects in conjunction with the local authority. It was reported at this meeting that in the eastern portion of the City of Moncton as well as in some of the suburban districts, there are residential areas that definitely need redevelopment, and it was agreed that the Commission's



Zoning and Development Committee would study the whole matter of Redevelopment of sub-standard housing areas and make a report thereon preparatory to submitting same to the Provincial Government in connection with this new Federal Government program.

At the meeting of March 30th, 1950 two officials of the Central Mortgage & Housing Corporation were present to discuss low-cost housing possibilities in Moncton City. The Federal-Provincial Aid Plan was also discussed in some detail with particular reference to the supplying of services such as water, sewerage, etc., to suitable new areas. The General information seemed to be that any reasonably sound project having to do with housing would have the sympathetic co-operation of the Corporation. Substandard housing was discussed and the possibility of the re-development of a tract containing obsolete dwellings located in the east part of Moncton. And so the ground was laid for Urban Renewal and Low-cost Housing which is taken up in detail in the 1958 Spence-Sales Report, and the start which the city has just recently made in low-rental housing, as well as the phenomenal demolition program carried out over the years since, by the Building Inspector in conjunction with the Commission, had its beginning.

In the meeting of October 5th, 1950 a great ~~discussion~~<sup>deal</sup> of discussion centered around a detailed statement sent to the Commission by the City Clerk regarding a project, plans of which had been submitted to the Committee of the Whole Council of Moncton by the Central Trust Company and Jacob Mark. It was planned to develop multiple housing from certain buildings in Victory Industrial Centre which were being disposed of by the War Assets Corporation. Reports had been given to the Council by the Building Inspector and the Fire Prevention Officer noting certain fire hazards of the plan and advising that they could not approve same as submitted. Chairman Parsons stated that the Commission was necessarily opposed to the project but needed considerable more information regarding the project before they could give a detailed report. This information had been requested but was not forthcoming and he had<sup>asked</sup> Commissioner Davis to visit the site and report his findings to the meeting. Commissioner Davis reported that he had found the situation anything but satisfactory; he felt that a great many changes would have to be made before the Commission, in his opinion, could approve these buildings as residential units. The Commissioners were very leary of the plan

in the light of Mr. Davis' report and decided that much additional expense would have to be put on these buildings before they could receive Commission approval. On October 19th a Special Meeting of the Commission was held to deal with this matter and the Commissioners expressed their personal opinions in strong terms, Commissioner Wood remarking that he doubted if one would see a "mess like this" anywhere else in Canada. Mr. Mark was claiming that he was providing much-needed low-rental quarters. A letter was ordered sent to the Council enumerating the Commission's objections to very many features of the project, but as time went on it appeared certain that the Council was going to permit these buildings to be converted into housing units and in March 15th, 1951 meeting the Minutes record "A copy of a letter from the City Clerk to the Building Inspector quoting a resolution of the Council was read, which stated that in spite of the fact that the Town Planning Commission does not approve the converting of these buildings into apartments, the City Council gave its approval to the granting of the permit. The letter was ordered filed."

This then is the history of the Mark Apartments which, in close proximity to the new Harrison Trimble High School, stand as an example of the frustrations Town Planners have to endure. The Commission is blamed even today for having been a party to the establishment of what can only be called a "slum Area", when in actual fact the Commission opposed these conversions every step of the way. Their decision was shown to have been a correct one when this area was later included in the Spence-Sales Report as one which should be a part of an Urban Redevelopment Plan. It would appear that, as the Commission recommended in the first place, these wartime buildings should not have been converted to dwelling units.

At the same time there existed a very unhealthy and unsightly condition on the marsh just at the city border along Lewisville Road. While this district is in Westmorland County, its very close proximity to the City disturbed the citizens of that municipality as a very miserable area right on the city's doorstep. In December 1950 a very high tide in conjunction with a break in the dykes caused severe flooding of the area and brought the whole unsavory mess into focus. The Commissioners were of the opinion that the tenable solution was to have the whole group of people living in these shacks transferred to lands elsewhere in the County. A public meeting was called at which representatives of the Board



of Health, the Catholic Church, the County Council, the Provincial and Federal Governments and the Commission were set up as a Special Committee to study the problem. It was in fact a difficult one as there seemed to be no authority willing to spend the money to relocate the families and no community which was willing to accept such a large group of indigent people.

On December 18th, 1950 a Special Meeting of the Commission was held to deal with the interest of the Commission in the matter as it was the feeling of the members that it was no profit to move the whole mess from one location to another with<sup>out</sup> some attention being paid to Town Planning Commission regulations as to housing. A report was received from the Special Committee as above which showed that several sites had been considered including one in the Parkton area and one in the McLaughlin Subdivision north of Humphrey. The people themselves resisted the move to Parkton and the residents of other areas selected would not accept this large group when they felt they would become a charge on their parish as the children would have to be provided with schooling and it did not appear that the parents would be able to contribute much to school taxes.

As this was clearly a problem for the County Council and the Church and as the Commission is in no way a welfare organization, the Commissioners decided their part in the matter was chiefly one of seeing that similar such shacks were not permitted to be constructed in some other place in the Metropolitan Area and the whole matter was referred to the County Council for their solution. Eventually some of the residents were assisted in getting re-established in the Cape Breton Road district by St. Louis de France Church; some of the people moved elsewhere of their own volition. Several commercial firms purchased land and established business places on the old sites, and today only one or two families still remain of what was once a dreadful eyesore on one of the main highway routes to the City. In one way or another, time takes care of a lot of such unsightly areas; the same thing can be said of the Parkton area which was once just such an eyesore, but in this case time had considerable monetary assistance from both the Provincial and the City authorities. The housing situation in Moncton is improving<sup>every</sup>/year and now, with the exception of a few small pockets, is in quite good order.



With a firm demolition program being carried on constantly by the Building Inspector, it may be that a costly urban renewal programme on a major scale can be forestalled.

In 1958 a very comprehensive and exhaustive study was made of housing and Urban Renewal problems in Moncton by Professor H. Spence-Sales and a plan of the "Moncton of the Future" was laid out in great detail. The Commission enjoyed most cordial relations with "The Professor" who on various occasions took pains to voice his approval of the accomplishments of the Commission in its short history. While the Spence-Sales plan for the future of Moncton appears as Utopian in some respects, in the main its recommendations are quite similar to those of the Commission, which in its more modest way is working along to the same goal, and wherever possible is holding the line against the day when those recommendations can become a reality. In the matter of Urban Renewal, it is gratifying to note that since the Spence-Sales survey was made, well over 800 old, dilapidated or unsightly buildings have been demolished in Moncton through the combined effort of the City Building Inspector's Department and the Town Planning Commission. In fact a 1962 report compiled by the Central Mortgage & Housing Corporation in conjunction with the Ontario Department of Municipal Affairs lists Moncton as being in an enviable position compared to other cities of comparable size in Canada in the matter of the number of houses which should be demolished, showing Moncton as having 500 such dwellings while Saint John has 4,000, St. John's, Nfld., has 1,596 and Regina has 1,850, and approximately 100 of that 500 have been demolished since the report was made.

ZONING AND LAND-USE BYLAWS

By far the most important accomplishment of the Town Planning Commission is its work in connection with zoning. To fully understand and appreciate the scope and magnitude of this achievement one has only to study the map of the Planning Commission's Jurisdictional Area and realize that in August of 1948, when the Commission was organized, there existed NO ZONING and NO CONTROLS WHATSOEVER in what was then Sunnys Brae, Newton Heights, Humphrey and Parkton, and in what is now Westmount, Mount Royal, Acadia Park (DND), Brentwood Village, Kenwood-MacFarlane, Grosvenor Estates and Birchmount Gardens Subdivisions, which were in the County of Westmorland and all of which are now part of the city proper. This means in effect that there could have been established in any of these areas an automobile junk yard, a factory, a lumber yard, a garbage dump or any other like commercial or industrial use, prior to the drawing up of the Master Plan and the passing of the Zoning ByLaws, and such usage could still exist today as an "Established Non-conformity". As a matter of record such a garbage dump exists today in Lewisville. The implication of such a condition really staggers the imagination, and should give rise to the too infrequently heard comment "Thank goodness, Town Planning got organized when it did".

This same condition would of course have applied to what are now such developed residential areas of Albert and Westmorland Counties as Gunningsville, Riverview Heights, Riverview West, Bridgedale, Lewisville, St. Anselme and all other areas lying on the fringes of the city, including the Village (now Town) of Dieppe.

Moncton itself at the time of the inception of the Commission had a very sketchy zoning control which consisted of just two classes, "Residential" and "Industrial" with not too definite demarcation between the two, and no Zoning ByLaw as we know it today to enforce building regulations regarding construction materials, lines of set-back, percentage of lot occupancy, etc. Very little protection was accorded residential property within the then city boundaries, and none whatever for suburban or rural areas.

The Organizational Meeting of the Commission was held on August 26th, 1948 and at the first meeting thereafter, held on September 1st, a "Zoning and Development Committee" was set up which consisted of Commissioners S. R. Frost, Lloyd Parsons and H. J. Murphy. The Minutes of the next meeting held on October 14th, 1948 records that the Commission was to



proceed immediately with the work of compiling a "Master Plan" (Zoning), a sum of \$1,745.00 having been allotted by the City Council for this work within the city, and with regard to the matter of zoning of the approaches to the city, it was decided that Commissioner Frost would prepare a letter to be used for public relations purposes to this end.

In the Commission meeting of this same date the then Mayor of the city, J. Edward Murphy, was present and was asked to address the meeting. Mayor Murphy in the course of his remarks stated that he had found that large investors soon became disinterested in putting their money into areas where zoning or Town Planning controls are not in effect. He said he felt that this attitude was fully justified as money loaned to an individual with which to build a home might soon be found to be invested in an area which quickly became depreciated by undesirable activities on an adjacent property. The Commissioners felt that this summed up the matter very well and that the adoption of land-use controls would be the first step toward a solution to this problem. The Commissioners preceeded to put intensive effort into this phase of the Commission's work over a very long time, in fact it is still going on. The Minutes of the meeting of October 26th, 1948 include an addendum by S. R. Frost of the "Zoning and Development Committee" on suburban zoning and planning which gives a pretty fair picture of conditions as they existed at that time in the history of the area, and which reads as follows:-

"SUBURBAN ZONING AND PLANNING"

"The Council of the City of Moncton under the leadership of Mayor Murphy has decided that planning and zoning are necessary for the future development of the City of Moncton. It is rather more difficult to convince the councils of surrounding municipalities that such action is needed. While the various councils, due to the energetic promotional work of our Chairman, Alderman L. C. Jones, Sr., have agreed to go along on a general planning scheme it is thought advisable that we might present our members representing these outside municipalities with some information which they might take back to their respective councils, which would encourage them to proceed along lines parallel to action taken by the City itself. (N.B.-as noted above, at this time the city boundaries had not been extended and Sunny Brae was a separate municipality while the Parkton, Humphrey, Newton Heights areas, etc., were still in the County of Westmorland).

One of the first steps being taken by the city is a study of existing conditions for the purpose of drafting a revised and comprehensive zoning by-law. To many of our citizens the word "zoning" has little or no significance. Zoning may be defined as a municipal ordinance or by-law whereby the uses to which property may be put or the type of buildings that may be erected thereon, are controlled by the corporation, or municipality.



Let's take the case of the suburbs of the City of Moncton and consider for example the building up of homes on suburban highways. Some of these represent the expenditure of a considerable sum of money and the assessment on these homes is sufficiently high to give the municipality substantial returns. Just suppose that one of the owners of a fine house finds that his next door neighbor has decided to keep a lot of pigs. This is a perfectly reasonable land-use and one which the municipality cannot and should not prohibit but the fact remains that such a use for the land will deteriorate property from a residential standpoint for probably a half mile in all directions, with the net result that the property owners who have expended large sums for building fine homes will suffer considerable loss and the municipality will also suffer in assessment values. A good plan enforced by zoning legislation will provide restrictions whereby high grade property is protected and its value enhanced and yet at the same time areas are set aside for more humble land-use which are equally necessary. Good development of our areas is not possible while we mix incompatible land uses. The heavy industry like the foundry does not belong in the same area with high grade residential property. Car wreckers and junk yards, etc., while legal businesses, have to be segregated. ....

...By and large our city of Moncton is pretty well built up so that any large influx of population will have to be housed mainly in the suburban areas. Future housing developments therefore will be mainly located in the suburbs. Unless the subdivision bylaw adopted provides space for schools, parks and play-grounds, areas will be built up in which no open spaces will be left for these purposes and land will have to be acquired later by the municipality at very great expense. If there is no planning, and subdivision of land is left to the owner there will probably be a lack of proper widths for arterial streets which are essential if traffic is to flow freely between the new areas and the central part of the city. In other words, land subdivision must be based on the general welfare of the people rather than the desire of the land speculator to reap large profits in a minimum length of time. (N.B.--this problem and its relation to subdividing in the Jurisdictional Area is dealt with in the Section entitled "Subdivisions and ByLaws controlling same") .....

... The Planning Commission of the Metropolitan Area of Greater Moncton is now engaged in making a land-use map for the City of Moncton, money for this purpose having been voted by the city council. This work is consequently restricted to the area enclosed by the city's boundaries, but it would be highly advantageous if outside municipalities would provide funds in 1949 so that this work could be extended to cover the entire area under the purview of the Planning Commission. These maps would provide the basis, first, for any zoning and land use control that the municipalities might see fit to adopt and furthermore from these a master plan of the entire Moncton area could be gradually formulated and submitted to the councils and to the citizens for their approval.

A good deal of our housing development is being financed by government money through the Central Mortgage and Housing Corporation. Government authorities are reluctant to undertake these housing developments unless the municipalities involved have adopted a definite town plan and passed suitable zoning regulations. Furthermore longer terms of payment are extended where such protective legislation is in effect. This is a very potent reason why planning and zoning are necessary for development of the Moncton area.

In Moncton and its environs we have the space necessary for the building of a great city. Wise planning and development at this stage will make this possible and save future citizens a great deal of money."

In the meeting of December 14th, 1948 in a review of what had been accomplished to date the Finance Committee Chairman gave as the opinion of his Committee that Mayor J. Edward Murphy and the Council should be congratulated for their far-sightedness in looking to the future of Moncton and the surrounding districts and being responsible for bringing into being the first Town Planning Commission of the Metropolitan Area of Greater Moncton. Up to this point only the city of Moncton had contributed to the cost of the land-use map of the area and it was decided to ask the County of Westmorland, the Town of Sunny Brae, the Village of Dieppe and the County of Albert all to contribute funds in 1949 to be ear-marked for the cost of such work in their respective areas.

The land-use map of the city portion of the jurisdictional area was quite well advanced by this date and a suggested list of basic land-uses as follows was decided as best to be included:-

- (a) Residential dwellings, single family, duplex, etc.
- (b) Multiple family dwellings, schools, institutions, churches, clubs, etc. and where specially authorized, neighborhood shopping areas.
- (c) Retail businesses
- (d) Wholesale and warehousing
- (e) Light industry
- (f) Heavy industry
- (g) Railway property
- (h) Public Parks
- (i) Agriculture and Open Spaces

A study of these proposed usages will show that even in these very first days the Commissioners, inexperienced as they were, planned better than they knew for these same designations are still found adequate to this day fifteen years later.

During the year 1949, although a great many other matters were given consideration the main endeavor of the Commission was spent on getting a draft form of the text of the Zoning ByLaw completed. The text of this ByLaw of necessity had to have the most careful and thoughtful scrutiny and countless hours of effort went into this work. To go hand in hand with a properly constituted Zoning ByLaw, a Municipality would be required to adopt a Building Code and to date this had not been done by the City of Moncton. The outcome of this requirement resulted in the city adopting by reference the National Building Code. By the same bylaw a full-time Building Inspector was appointed to administer the "Zoning" and "Building" ByLaws. The new Zoning ByLaw entitled "A By-Law



to Regulate and Control the Use of Land, and the Use, Location and Size of Buildings within the City of Moncton" was submitted to Solicitor R. Dwight Mitton for examination as to proper legal phraseology and for general comment. This was done on advice from the ByLaw and License Committee of the City Council and after the text had been amended to meet Mr. Mitton's suggested changes it was submitted to the City Council with a recommendation for enactment.

In the Minutes of the Meeting of September 23rd, 1949 the following is recorded:

"From time to time the members of the Town Planning Commission have expressed their desire of finding some means to control the erection of substandard dwellings and similar buildings, especially in the suburban area adjoining the city; it now appears that the Commission not only has all the necessary authority to do this, and furthermore that the Commission is required under the Town Planning Act to perform this function as one of its duties.

So far as the area within the City of Moncton is concerned, the city already has a building bylaw which requires that a building permit must be obtained before any construction is proceeded with. It should not be a difficult matter to arrange for the issuance of the Town Planning Commission's approval at the same time, and the matter has already been placed before the City Council for their consideration.

The areas where this form of control is most needed however are those outside the City proper. Absence of any control in these districts up to now has already resulted in several sub-standard sectional developments, and additional glaring examples are appearing daily. It seems expedient that the Commission should now give consideration to developing a method of exercising the control function assigned to it.

The enforcement of the regulations and the collection of penalties for offences are of course in the hands of the four local authorities concerned. It would seem therefore that the best results could be obtained through the enactment of a uniform by-law by each of the four local authorities setting up the minimum requirements to which building plans must conform before the Town Planning Commission's approval may be granted for the definite erection thereof. These requirements would be a separate and distinct set of over-all rules, of a minimum nature, and covering the whole area of the Town Planning Commission's jurisdiction, they should not be confused with the more specific regulations, to be enacted later, under the provisions of the Zoning Section of the Town Planning Act, nor with the Building Code also for later consideration".

This resulted in the recommendation that a draft by-law along these lines be drawn up and presented to the various local authorities concerned, namely: Town of Sunny Brae, Village of Dieppe, County of Westmorland and County of Albert.

The physical and legal implications of establishing Zoning and Building By-Laws for the City of Moncton and the other Municipalities were so complicated that at times the Commissioners despaired of ever coming to the place where the whole of the



Metropolitan Area would be under the control of workable By-Laws as regards building construction therein. Along the way the help of a Citizen's Committee from each of the municipalities involved was solicited and each area appointed such a Committee which in each case met with the Commission and helped with the various problems with suggestions and advice on matters with which they were familiar in their own locality.

However, at long last and as a result of great effort on the part of the "Zoning and Development Committee", the office staff, the Commissioners generally and various groups as above, the whole effort was crowned with success by the passing of paralleling Zoning ByLaws by the municipalities as follows:

Town of Sunny Brae	- February 27th, 1951
Village of Dieppe	- April 2nd, 1951
City of Moncton	- June 5th, 1951
Albert County Portion	- July 3rd, 1951
Westmorland County Portion	- July 17th, 1951

Although these By-Laws have been added to<sup>and</sup> amended to meet the need of changing times and conditions, due to the enlargement of the City of Moncton and the changing status of the Village of Dieppe, in the main they stand as originally passed and as stated at the beginning of this summary, remain as one of the very greatest achievement of this Town Planning Commission of the Metropolitan Area of Greater Moncton, whose area as Mr. Frost said on leaving the city in 1950 "is destined to become the leading commercial centre of the Maritimes, having as it has all the natural advantages of central location, amiable topography, air, rail and road communications and even, with development, good possibilities of water traffic. It requires only foresight in planning." He said also that in his opinion the job of a Planning Commission is to endeavor to protect present investments every bit as much as to create new values.

In the Minutes of the Meeting of July 21st, 1949 it is recorded that the Commission had before it a letter from the City Clerk and Treasurer dated July 21st to which was attached a proposal which had been submitted by Mr. F. C. Jones under date of July 14th to the City Council of the City of Moncton. Mr. Jones' proposal was that the City purchase the marsh land and valley banks which he owns in Jonathan Creek Valley for the sum of \$10,000.00 and develop a lake over the marsh lands with playgrounds on the banks, claiming that the lands he owns comprises about 90% of the property which would be required by the City in the event of the proposal being carried out.

A small Committee was formed as a "Special Committee to study and report upon the matter of the offer of Mr. F. C. Jones to sell to the City certain lands in the Jonathan Creek Valley for Recreational Purposes". This Committee consisted of Commissioners Frost, Godfrey and Davis. This Committee reported their findings to the meeting of August 19th, 1949 and recommended as follows:-

"Your Committee therefore recommends that the Town Planning Commission recommend to the City Council that negotiations be entered into with a view of acquiring the property."

It was then moved and seconded as follows:-

"Moved by Commissioner Godfrey, seconded by Commissioner Charles Cormier, that the report submitted by the Special Committee appointed to study the proposal as made by Mr. F. C. Jones with respect to the City's purchase of the Jonathan Creek bottom lands and develop same as an artificial lake and other recreational purposes be adopted, and that the Secretary-Treasurer forward a copy of the said report to the City Council in accordance with the Council's request. Carried."

"A Description of Lands" involved is recorded as follows:

"The lands referred to by Mr. Jones are the bottom lands and slopes adjoining Jonathan Creek, and include the following parcels:

"(a) The land bounded by the Salisbury Road, Givan Drive, and Hillcrest Drive, and extending westerly, about 25.5 acres.

"(b) A narrow strip of land extending between Jonathan Creek and the Salisbury Road, about 15 acres.

"(c) Bottom lands and slopes adjoining Mr. Jones' subdivision known as Mount Royal, and containing on the north side of the creek about 8 acres, and on the south side about 6 acres. (14 acres).

"Not included in the offer are the following lands which are contiguous and which form part of the bottom lands and slopes of Jonathan Creek;

"(a) The area south of the creek adjacent to Newton Heights subdivision, containing about 10.5 acres.



"(b) The lands belonging to Mr. Lee Jones, 500 feet wide in an east-west direction containing about 4 acres.

"(c) The portion belonging to Mr. Bismark Steeves, of about the same width, and containing about 2.5 acres.

"Farther up the Jonathan Creek, the land is owned by the City and known as the Natural Park.

It should be borne in mind that at this time (1949) the City of Moncton boundary was along Jonathan Creek and all of what we call "Newton Heights" Subdivision, "Westmount" Subdivision, "Mount Royal" Subdivision, "Acadia Park" (D.N.D.) Subdivision and "Brentwood Village" Subdivision were part of the County of Westmorland, and except for Newton Heights was all farm land and scrub bush land.

The Committee appointed to study Mr. Jones' proposal also reported as follows:

"In Mr. Jones' letter to the Council, he mentions the possibility of creating a lake on the area above described. Your committee has given this suggestion much consideration and has examined the levels of the land, the quality and quantity of the water of the creek, etc.

"Attractive as this idea is, in the opinion of the Committee it is neither practical nor feasible to create a lake for the following reasons:

"(1) In its lower courses the Jonathan Creek is badly polluted, and the Committee feels that it would be practically impossible to remove entirely the various sources of contamination.

"(2) Levels taken at the bottom lands show that the rise upstream is very gradual. Consequently if a dam retaining say, eight feet of water (geodetic elevation say 32) was built the water would flood all the bottom lands up through the Natural Park and even beyond. This would mean the elimination of the most easily developed land in the park, and would also require the purchase (or equivalent) of the lands not included in Mr. Jones' offer as outlined.

"(3) The small flow of water in the Jonathan Creek during the dry period of the summer (probably not over 150 gallons per minute) would not be sufficient to replenish the loss due to evaporation and to keep the water in a fresh condition.

Other Factors affecting the Use of this Land:

"While the lake idea does not appear practicable, nevertheless your committee feels that consideration should be given to the best use to be made of this fairly extensive area in line with the needs of our growing city. Open spaces for park and playground purposes are all too few, and the city is developing westward rapidly, around the area. The probable inclusion of Newton Heights and the area westerly will eventually place this possible park land well inside the city limits.

"Surrounded as it is by banks twenty to thirty feet high, the valley lands itself (as a natural amphitheatre or bowl) to the development of playing fields, parade grounds, etc. It is considered quite feasible to develop grass of the right type for these purposes.

"Should the city decide to acquire this area, it could then control the land-use, and protect the owners of the fine homes in the Hillcrest area, and in new areas to be developed, from any slum or sub-standard housing such as has unfortunately taken place on other marsh areas adjacent to the city.

"Development of the recreational possibilities of the area would also help to maintain an attractive approach as viewed by visitors entering the city from the west." (at that time the only westerly approach to the city was along Main Street extension through "Newton Heights").

Just prior to this time an enthusiastic and dedicated group of men, of whom Mr. S. R. Frost, P.E., M.E.I.C. a member of the Commission, was one of the most enthusiastic, decided that something constructive should be done about the large tract of land owned by the City and known as the "Natural Park". This was at that time just a piece of woodland with a stream running through it and where some people went for a Sunday stroll in the woods and children played in the deeper portions of the creek in what was called "The Swimmn' Hole" at a point where a small bridge crossed the brook at a point just above where the St. George Street Fire Station now stands.

Playtime Projects Limited was formed to lease and administer the "Natural Park" and decided its first development should be a swimming pool to cut down on the number of drownings which had occurred from time to time in the "Swimmn' Hole". As there was not yet any development along St. George Street west of the C.N.R. Overpass (now removed) and no buildings had been constructed there and none in prospect (almost unbelievable from the vantage point of today's development, only 15 years later) the city water mains were a long distance away and the only way to build a swimming pool appeared to be to utilize the water in the Jonathan Creek. This accounts for the disadvantageous location of the pool at the bottom of the "bowl" - the pool was to be filled by gravity flow from a storage dam to be placed one-half mile upstream. Later C.N.R. water lines were substituted, but the pool elevation remains somewhat lower than the lake water at flood.

From 1949 onward Mr. Jones stubbornly clung to his idea of "Jones Lake" and continually visited the Commission office and tried to solicit the support of the staff, and through it the Commission, in his project. During the year 1952 for example reference to Mr. Jones and his scheme for a lake appears 14 times in the Minutes of the Commission meetings. When he sought Commission approval of his



plan to divert the creek and build "a sort of dam" across the marshlands to the north of the Salisbury Road, the Commission had to take the stand that they could not approve such a construction without a very extensive survey and design made by an engineering firm with experience in flooding problems and in any case Mr. Jones did not own all the bottom lands and one has to have considerable cooperation from the Provincial Government to "Stop Up" flowing streams in the Province. It was pointed out to Mr. Jones that in the meeting of August 19th, 1949 the Commission had recommended to City Council that the city purchase Mr. Jones' interest in the Jonathan Creek bottom lands but without a great deal more technical knowledge and the submission of proper engineering data they could not approve his scheme of a "sort of damming of the creek.

In the Minutes of the Commission meeting of February 27th, 1952 the following is recorded;

"PROPOSED ARTIFICIAL LAKE ON JONATHAN CREEK MARSH LANDS"

"This project is now officially before the Commission with receipt of a letter from the City Clerk enclosing a proposal from Mr. F. C. Jones for the flooding of the area for a period of one year "for the purpose of making the necessary tests to determine whether or not the lake project is feasible." The Council have requested the Commission's reaction to the proposal and suggest a reply in time to be considered at a meeting of the Committee of the Whole to be held on Thursday evening, March 13th.

Mr. Jones' letter speaks of this land having been reserved for the construction of an artificial lake for the past fifty years, during which time no building construction has been allowed which would conflict with its ultimate use for this purpose. He felt that because of the recent extension of the City boundaries which now include all the bottom lands to be flooded, one of the earlier difficulties in the control of the project has now been removed.

Mr. Jones also mentions having offered the rental of these marshlands to the Playtime Projects Ltd. for a five-year period (for lake purposes), and elaborates upon the use to which such a lake could be put as a summertime and wintertime sports and recreational centre. He requests a City Council "license" to flood the marsh and this demonstrate the feasibility of the project, or alternatively, that the City Council consider taking over the ownership of the site and develop it themselves.

The Commission discussed the subject at considerable length. It was recalled that a 1949 offer of Mr. Jones to deed this bottom land to the city for \$10,000.00 for either lake or recreational development, had been referred to the Commission for a report. At that time the Commission had expressed their doubt as to the practicality of the lake development on several counts: (a) the various sources of pollution, each of which would be found quite costly to overcome; (b) the resulting flooding of the Natural Park meadowland, which in that report was cited as "the most easily developed" portion of the Park property; and (c)

the possibility that the summer flow down Jonathan Creek might be found to be of insufficient volume to offset the lake-surface evaporation and leakage.

The Commission felt that none of these objections has as yet been satisfactorily answered, and also that several new difficulties have arisen since the time of their earlier report. There now exists the problem of the disposal of domestic sewage from Playtime Projects Limited, the necessity of providing against the possible back drainage of lake waters into the new swimming pool, and possibly the requirement of protective installations such as rip-rap, along the shore lines of the newly created Westmount and Mount Royal Boulevards. The effect of the creation of such a lake on the newly installed Hillcrest to Newton Heights water service line (which crosses the marsh) and on the new Mount Royal Boulevard bridge now under construction should also be looked into.

In answer to a question by Commissioner Parsons, the Secretary gave an estimate of the extent of the creek bottom lands that would probably be flooded as 62.75 acres.

It was pointed out however that these figures are approximate only and in any case do not represent the greater surface area of the projected lake, the extent of which would be dependent upon the depth to which it is flooded and the contour lines of the surrounding property, for which no data is presently available to the Commission.

Chairman McClure reported that on Saturday, February 16th, a delegation comprised of officers of Playtime Projects Limited and of the N. B. Fish and Game Association called at the Commission office to discuss the rumored construction of an artificial lake on the creek bottom-lands adjacent to the Natural Park Property. The delegation consisted of Messrs. J. H. Norton, C. I. Mills and F. E. Keating of Playtime Projects Ltd. and Mr. F. L. Doyle, President of the Moncton Branch of the N. B. Fish and Game Association. They were greatly disturbed about the newspaper reports regarding the proposed lake and were concerned particularly about the following items:-

- (a) The flooding of the low-lands adjacent to the new swimming pool.
- (b) The effect on the draining of the pool.
- (c) The disposal of toilet waste from the lavatories.
- (d) The pollution of the water if such a lake was created, first from their own sewage from the swimming pool, particularly in the hot weather during the summertime; also the pollution from the stream known as the "Iron Brook", which would empty into the lake, and the contamination from Jonathan Creek itself which picks up pollution along its course from Berry Mills eastward.

They were also concerned over the danger of further drownings if such a lake were permitted, as the wandering channel of the present Creek could very well prove a death trap particularly to small children. They explained that the original idea of creating a swimming pool was to have a supervised location where adults and children could swim in safety without adding to the long list of accidental deaths which have occurred in the brooks and pools in the vicinity of Moncton during past years.

This delegation asked the help of the Commission to safe-guard their interests and to impress upon the City the necessity of making sure that all the above items would be thoroughly investigated and satisfactory solutions worked out before City approval is given to such a project. They were assured that the Commission would give due weight to their representations before making any recommendation to the Council on the matter.



From the discussion which followed it was apparent that there was general agreement among the Commissioners that the creation of an artificial lake in this location could develop into a municipal asset of very great value. It was recognized that the plan has gained substantial public support and the Commission is quite anxious that its recognition of the various technical difficulties in the path of the project should not construed as evidence of its active opposition to it.

Any project that proposes to add to the local recreational opportunities such summertime diversions as boating, sailing, fishing and canoeing, and corresponding winter activities of ice-boating, skating, tobogganing and skiing must well merit Planning Commission interest. It was felt that the shole idea should receive the most exhaustive investigation.

In this connection further discussion revealed that Mr. Jones' request for City permission to hold a "Demonstration Flooding" of the area received no support whatever. It was held that the only secure way to evaluate the plan was through the medium of a competent and accurate survey of the entire district to be affected. The physical possibility of flooding the lowlands and so creating a lake is unquestioned anyway; what is under question is the extent and cost of the accompanying installations and rearrangements necessarily resulting therefrom.

It was agreed that in addition to the technical questions involved, there are several other aspects of the plan which would require investigation or study;

- (a) settlement of possible damage claims from owners of property bordering on the proposed lake;
- (b) relative costs of traffic arteries which might later be required to be extended across the lake after it has been built, as for example Milner Road and St. George Street Extensions; and
- (c) the actual ownership of and the yearly operational costs of the lake after it has been built.

In this latter connection it was noted that neither Mr. Jones nor any of the other owners of these bottom-lands has expressed their intention of deeding these areas to the City free of charge. It would appear from Mr. Jones' letter that what is actually contemplated is the private development of the lake at the personal expense of the land-owners concerned. Of course this procedure would probably lead only to one or the other of two ultimate results, either the promoters will later request City permission for commercial exploitation of the project so that their initial investment and annual operation costs can be regained, or, conversely, will request the City to purchase the completed project as a going concern, no doubt at a cost considerably in excess of the present valuation of the land.

Neither of these possibilities appeared to the Commission as desirable, and it was felt that if the City is at all interested, their best move would be to now acquire the Creek bottom acreage which will be affected by creation of such a lake; then if the lake project is found to be desirable it can be built to the City's own standards, while on the other hand, if the project is not found feasible, the bottom-lands can be added to the Natural Park and developed as an additional recreational area.

It was moved by Commissioner R. L. Parsons, seconded by Commissioner F. K. Rushton, that this Commission go on record as favouring the development of an artificial lake on the Jonathan Creek Lowlands north of Main Street, providing that the operation of such a lake be under municipal control and that a complete topographical survey first proves the project is economically sound, and is feasible from the standpoint of sufficient daily inflow of water

to maintain the lake level and to overcome leakage and evaporation in hot dry weather, and further, that the survey also proves that the raising of the water level will not result in irreparable damage to the swimming pool or the drainage or operation of same.

Further that the Commission recommend to the City Council that the City of Moncton arrange for such a survey to be conducted by a competent engineer with instructions to design plans and submit costs estimate for all necessary structures, dams, sewer diversions, etc. required for the successful development of such a project. His report should also include cost estimates of required land procurement and of the source and extent of water pollution which would enter the lake. The area and extent of the lake to be formed, the depth of water on highest points of creek bottom-lands, the effect of raising the water level on adjoining properties, and any possible damage to adjacent lands, structures or installations by said raising of water level should also form part of his report.

Further that no approval be granted to any person to erect a spillway or dam until such a survey has been made and the plans as prepared have received both Commission and City Council approval."

In the Minutes of the Meeting of April 9th, 1952 is recorded a request from the City Clerk for a Commission report on "Alternate Use of Jonathan Creek Bottomlands". The Commission requested a staff's study of the matter and this is reported in the Minutes of May 14th, 1952 as follows:-

"Chairman McClure, reporting as above, initiated a discussion which resulted in the adoption of a motion by Commissioners Curry and Parsons to report to the City Council in the following terms:-

1. That the Commission repeat its recommendation of March 3rd, 1952 in which it favoured the creation of a lake on the Jonathan Creek bottomlands providing certain conditions were met and after the information gleaned from a survey indicates that the lake project is economically sound and entirely feasible.
2. An alternate project would be to develop the bottomlands into a Community Park either as an extension of Playtime Projects Ltd., or as part of the City Park System. The lands should be levelled, drained, seeded to lawn grass and the grass kept cut, foot paths provided, with benches scattered about on which people could sit and rest. The area would have to be ditched and drained and possibly should be provided with artistic footpath bridges over the ditches, such bridges to be removable in the fall to avoid freshet damage. Hand-ball courts might also be provided, as well as supervised playgrounds for children with swings, slides, etc. The area also provides a natural amphitheatre for band and other concerts and the holding of outdoor pageants, etc. This area, if so developed, would make an ideal green space dividing two sections of the City and provide a play and recreation area for citizens of all ages. It is recommended as an alternate development should the survey prove the lake project not feasible.
3. Further, it would appear that the City itself must provide and control either the proposed lake development or any park developed thereon. Therefore the first requisite would be for the City to acquire title to the lands and thereafter develop them at their



leisure, or as funds become available. It would not seem that either project, developed by private interest, could be self-sustaining from a business standpoint without the inclusion of many objectionable commercial features from which the developers would expect to recover the principal or interest on the monies invested. The Commission's recommendation to the City Council of August 22nd, 1949, "that negotiations be entered into with a view to acquiring this property" is repeated."

An engineering "Preliminary Report on the Jonathan Lake Proposal" was made by W. H. Crandall and when the Commission studied this report it was the consensus of the members that the report was far from complete and that several points were not touched on at all, such as possible claims for damage by adjacent owners whose property would undoubtedly be flooded by such a scheme. However the Commission recorded in its meeting of September 9th, 1953, that the expenditures which were only estimated would not appear to be excessive as compared to the value in recreational facilities and beautification to be obtained by the city, from the development of the whole area as a lake and park area.

During this same time the Land-use and Zoning Maps were being made and the zoning of the city was the main endeavor of the Commission, as with house-building and general construction starting to boom, it was evident that developers would try to get for sale as many houses and commercial buildings as they could and would build up the newer parts of the city in the same helter-skelter way as the older part, with houses crowded two to a lot and cheek by jowl with undesirable commercial establishments mixed in with residential building. In view of the running controversy over the Jonathan Creek bottomlands, it was the view of the Commission that the whole area should be zoned "Parkland" to prevent it from falling into the hands of some ambitious group who might see its great potential as a place for commercial development.

And none too soon. In the Minutes of the Meeting of May 12th, 1954, it is recorded that Mr. Jones, apparently fed up with the matter, had made verbal inquiry of the staff regarding the possible sale of the bottomlands for commercial purposes and the developing of residential building lots on the south side of Hillcrest Drive. He said he felt that if the City Council was unwilling to purchase the land he should not be prevented from developing it in any way he wished. The Minutes of June 2nd, 1954

record that there is evidence of some unease among those Hillcrest residents close to the area who feel that no development should be made of lots on the south side of Hillcrest Drive, and who had not been able to get any assurance from Mr. Jones that he will continue to hold the land for public use and is said to be seeking a purchaser for same. The staff informed Mr. Jones of the difficulties in the way of commercial development of the area in view of the "Parkland" designation of the area and in the light of later developments it would appear that Mr. Jones was really trying to get the city to act by holding this threat over the heads of influential citizens living in the Hillcrest area. (At this time there still was NO development of the Mount Royal area which was only farm land".)

In the Minutes of the Meeting of June 24th, 1954 the following appears:-

"FROM F. C. JONES RE SALE OF JONATHAN CREEK MARGINAL LANDS"

"The Secretary read a copy of Mr. Jones' letter of June 10th to Col Tingley (City Clerk) in the above connection, in which he outlined a final offer to the City for the purchase of these lands in the amount of \$15,000.00. The Secretary reported that it is his understanding that the City has taken this final offer under advisement and is withholding decision while it inquires of the other three land owners in the area (Bismark Steeves Estate, Lee Jones and the Moncton School Board) if their holdings of similar lands are available to the City at a comparable unit price."

The city apparently decided not to avail itself of this offer as it was not consummated, and Mr. Jones in one of his very frequent visits to the Commission office informed the staff that he was going ahead with his plan to create a lake without any permission from anyone as he now felt that the only way to convince the council and the people generally of the value of such a lake was to create one and let it speak for itself. He was tired of trying to get people to realize what a wonderful asset it would be to the city in a recreational and beautifying sense and that before he died, being at that time a very old man, he wanted to see "Jones Lake" become a reality, one way or another.

In the Minutes of the Meeting of October 3rd, 1956 the following is recorded:-

"The Secretary read to the meeting an advertisement appearing in the Moncton Transcript of September 8th, 1956, signed by F. C. Jones, and advising all concerned that Mr. Jones would be placing a "temporary spillway, removable overnight, and containing up to four to six feet of water, as deemed possible" - presumably somewhere along the course of Jonathan Creek. What is apparently intended is to impound water to a depth of "4 to 6" feet to form an artificial lake, or at least to construct the necessary works which would allow such impounding.



The Secretary also read a copy of a letter sent to Mr. Jones by Chairman McClure as a result of this advertisement, advising him that the Town Planning Commission objected to the construction of any dam impounding the water on this marsh until he has first submitted to the Commission detailed plans of the proposed construction and all pertinent information thereto.

On motion of Vice-Chairman Godfrey, seconded by Commissioner Willis, the action of the staff in so writing Mr. Jones was ratified, and the staff instructed to watch for further developments in this matter, protecting the City's interest therein as the occasion allows."

It is past history now that Mr. Jones did accomplish his objective by building his "temporary spillway" inasmuch as it impressed on a great many citizens the real value of the development of an artificial lake, properly designed and engineered and the accompanying possibility of turning the whole Jonathan Creek valley into a recreational area and a beauty spot which would be a credit to the city.

In closing I would give as my personal opinion that Mr. Jones was a very far-seeing citizen and it is a pity that he could not have been a younger man when he started on his crusade to develop "Jones Lake".

Very early in the life of the Commission when all its energies were being focused on the pressing need for zoning in all areas, it became apparent that a large portion of the city land was taken up by the railway lines which actually divided the City into four segments, not too well integrated with each other. The Vice President and General Manager (Atlantic Region) of the C.N.R. made available to the Commission plans of the railway properties in and contiguous to the City of Moncton showing the main and branch line rights-of-way, railway yards, buildings, commercial sidings, etc.

Study of these plans confirmed the Commission's view - that too much property in the heart of the city was being held by the railway, as a result of which the traffic pattern of the city was being ever more seriously affected. The many level crossings were relieved only by two hazardous overhead bridges, themselves traffic deterrents, and by two underpasses with inadequate clearances. Several years previous to the setting up of the Commission, the Board of Trade had initiated an effort to have the six level crossings lying east of the railway station dealt with through the Board of Transport Commissioners Railway Crossing Fund. Their plan included two new overpasses to be built, one at St. George Street and one at Victoria Street, with the other crossings closed - (one diversion and five dead-ends). The Commission took the view that this was at best a stop-gap solution which would seriously deter the ultimate attainment of a good traffic pattern for the city. In the opinion of the Commission the only good long-term solution which would deal adequately with the traffic situation was to press for the adoption of a plan to have the railway remove their yards and tracks entirely outside the city proper, constructing a modern freight marshalling yard to the northwest on then undeveloped land, leaving a stub-end track to serve the station and the wharf track. We would have them lift all the other tracks from Odium Junction eastward and relocate them along the northerly perimeter of the area to rejoin the main line track again at a point where the present lines cross Humphrey Brook. This would allow the removal of two steep and dangerous street-over-railway bridges, two inadequate clearance railway-over-street subways, would eliminate fourteen or more dangerous level crossings and allow some seven dead-end streets to be reactivated.



On August 4th, 1952 the Chairman of the Commission directed a letter to the Honourable Lionel Chevrier, Federal Minister of Transport, which read in part as follows:-

"It is, as you are aware, common knowledge among railway men, particularly those engaged in train operations, that the present widely separated freight yards in Moncton create a costly, unwieldy, and time-consuming operation in the marshalling and despatching of both local and through freight trains, and to correct the situation a modern, completely equipped marshalling yard is an immediate necessity.

If such a yard is eventually to be built, the area favored by many of the local railway executives is in the vicinity of the area shown on Commission plans of the suggested freight cut-off, and the two schemes could eventually be tied in to the mutual benefit of the railways and the city and surrounding areas.

A rough estimate from the aerial photographs in our possession would indicate that, deducting the cost of the marshalling yards, (which if built by the railway in this area without reference to the proposed cut-off, but merely as an adjunct to present railway facilities), the proposed freight cut-off should be constructed at no greater cost than the proposed grade crossing eliminations.

Our plans for the development of the Greater Moncton Area are based on a long range plan of from twenty-five to thirty-five years, and in suggesting the first step now - the freight cut-off and adjacent marshalling yards to the north-west of the city on at present unoccupied and undeveloped land, we feel we are not promoting an unprobable, visionary, uneconomical scheme, but on the contrary are suggesting a plan of sound merit, and a plan that would cost the railways or the Federal Government not a penny more than they were prepared to spend on grade crossing elimination, plus the cost of a new up-to-date marshalling yard, which must be provided if railway transportation of freight in this area is to be placed on a sound economical footing to enable the railways to successfully compete with air, truck and water transportation.

Believing as we do, that our plan is sound, we feel it our duty as a Planning Commission to present these facts to you, and pray you give them the consideration they merit."

Countless words were spoken and written on the relative merits of the Board of Trade's plan which would have the two overpasses built and other streets dead-ended and the Commission's strong contention that the only proper solution was the long-term one of having the railway remove all its yards from within the city. Considerable hard feeling was engendered among the Board of Trade members of that day, traces of which can still sometimes be seen in their attitude toward the work of the Commission.

Today it is now past history that the railway has built just such a marshalling yard complex to the west of the city, and is in the process of removing all its older yards from within the city proper, thus releasing almost the same tract of land to private

commercial and industrial usage as was the Commission's aim from the beginning. This has also resulted in the removal of the westerly Main Street underpass, the St. George Street overpass, and the elimination of three level/<sup>grade</sup> crossings, as well as making it possible for the Commission to recommend and work toward the construction of a roadway leading from St. George Street at the corner of Pacific Avenue directly to Albert Street, which when finally completed can be expected to eliminate a great deal of the present Main Street traffic congestion, and especially that around the east subway area.

The aggravating tie-ups of street traffic which used to be caused by shunting operations have now been eliminated, leaving only the passage of through trains to disrupt the city's vehicular traffic. The formal announcement of the railway's plan to remove their "Main" and "Marsh" Yards from the city and begin the building of the automatic marshalling yard was made in the fall of 1957. The announcement was one of great interest to the Commission and also a matter of some pride of achievement, as from the first the Commission had contended that the only sensible long-term solution to the "Railway Problem" included just such a development. However, on studying the plans as then prepared it appeared that the railway was about to build this huge yard with little or no thought to the later use of the lands lying to the north, which would be thus cut off from future development by this impenetrable barrier to drainage, future sewer needs, etc. A considerable number of meetings and conferences with the railway engineers were held and during these discussions the Commission maintained strongly its plans for this area, and were able to impress on the railway company the necessity of their now installing sewers across the new yard property including sewer lines of large enough diameter to carry all the sewage likely to be offered by the future development of the large area of undeveloped land to the north, and succeeded in getting this essential installation made.

Further study of the plans disclosed that the proposed entries to the "Hump Yard" were all to be northward or eastward from No. 2 Highway, one at McKinnon Road, one at a new "Leaman" Road and one by a new road several miles long starting from the same



highway at Jones Siding and running eastward along the "yard's" northerly boundary. The Commission considered the entry at McKinnon Road a highly dangerous and unsatisfactory one as it necessitated starting between two railway lines of differing elevations, and this left the only other entry to the yard entirely too far away from the city for an acceptable traffic pattern for the majority of prospective users.

By dint of many meetings and stubborn argument, the staff, with the able assistance of Mayor M. M. Baig, was successful in getting the railway engineers to "see the light" and as a direct result of this effort, the railway agreed to build what is now known as "DeLong Drive" directly connecting Edinburgh Drive with the "Hump Yard" via a very fine and well designed overpass, and saving many miles daily for those whose work is located here.

In view of this extensive improvement in the railway situation in the Moncton area, the Commission decided not to press further at this time for the implementation of the plan to remove the railway lines which still dissect the city to its northern perimeter but to keep this as a sort of "unfinished business" for a future project, at the same time maintaining a watchful eye and in as much as possible directing industrial and commercial development which might require siding facilities away from locating in the area between the Main Street subway and the proposed Humphrey Brook juncture against the day when the freight by-pass scheme becomes a reality.

The Commission feels that the achievement of this above mentioned sewer installation across the railway property for the future sewerage of this large tract of undeveloped land to the north of the "Hump Yard", and the exceptionally well planned and executed entry to the property by way of DeLong Drive are two of the major achievements in the history of the Commission, although largely unnoted as such by the majority of citizens.

(See Minutes of January 16th, 1952 for comprehensive report on this item)

Just as the making of a zoning map and the development of a community plan go hand in hand, with each dependent on the other, so the regulations governing subdivision of land in a planning area tie in with both. In the Minutes of the Meeting of December 14th, 1948 the following is recorded as part of a report of the "Zoning and Development Committee";

"In all cases we should strive for the rounded development of neighborhoods. A neighborhood might consist of about 200 or more housing units and should if possible have its own school, park and playground, and its own Neighborhood Improvement Association. These neighborhoods are usually separated by traffic arteries, railway lines or some natural barrier. In the Moncton Planning Area there now exist several such neighborhoods more or less clearly defined.

When land is subdivided it is customary to have the survey approved by the Municipal Council on the advice of the Planning Commission. In general, no streets should be accepted with a width of less than 60 feet and where the street may be called upon to carry any excess traffic, the street width should be at least 80 feet.

For moderate price residential construction, the lots should have a minimum area of 5,000 square feet with a minimum of 50' frontage. These dimensions are for lots where water and sewerage facilities are both provided. Where only one of these services is provided the lots must be wider so that the owner will have sufficient area to provide either a well or satisfactory sanitary arrangements. In this case the lots should have a minimum frontage of 80 feet and a minimum total area of 8,000 square feet. Where neither water or sewerage can be provided immediately, a minimum lot size of 15,000 square feet is advisable. In this case the lot should have a frontage of 120 feet and a depth of 125 feet. In order to provide for future development when services become available, the house and its ancillary buildings should be located on one-half of the lot so that eventually a second house may be added on the other half." (note - as was done in Riverview).

A good city plan, imaginative and yet practical on which has been placed the seal of public approval and which is enforced by zoning regulations will provide the frame work for the integrated development of a city and urban district of which we may all be proud."

In the original draft of the Zoning ByLaw the control of Subdivisions was included but this section was later deleted in its entirety as it became apparent that the regulations governing subdividing could better be handled in a separate ByLaw. This was later accomplished by the passing of paralleling Subdivision ByLaws in each of the Municipalities comprising the Metropolitan Area.

In the City of Moncton at the date of the inception of the Commission there were only two serviced subdivisions with any appreciable number of vacant lots, these being the Hillcrest and the Norwood Subdivisions. Neither of these had been designed in a manner to meet modern subdivision standards - small lots, streets following the "grid" pattern, and no reservations for parks or other public grounds were their most notable features. There was nothing which could be done to improve these subdivisions.



respects as they had been accepted by the city and were already partly filled with dwellings. There were no modernly designed subdivisions in the other municipalities either, as Dieppe and Gunningsville had grown in a completely haphazard fashion, Sunny Brae was an early "grid" pattern layout, and Parkton and Rivervirw the same, although unlike Sunny Brae their development had not yet proceeded very far.

The need for housing was very urgent at this stage in the development of the Metropolitan Area. A good number of realtors, developers and building contractors were restless to "get going" on what looked like a certain bonanza in house building activity and editing plans for new subdivisions became a very large part of the work of the Commission for the next several years. As the city continued to march to the north toward Hall's Creek and the city's northern boundary, the Commission designed and sought city co-operation in having a new through road built along Hall's Creek to pick up and carry traffic which was beginning to crowd Mountain Road beyond its capacity. This new road was originally named "Brook Boulevard", but this name was later changed to "Wheeler Boulevard," in honor of former Mayor Ambrose Wheeler. This important and reasonable plan of the Commission was first recommended to the City Fathers in 1949 and stands as a classic example of "Planners Propose, but the Municipal Councils Dispose"! From the very first the Commission strongly urged the City Council of the day to get on with procuring the right-of-way for this road while the land was largely useless marsh land and could be obtained at low cost. Now 15 years later the street or road is still unbuilt and prospects of it being accomplished in the near future still look slim although the final design of a number of subdivisions will be affected by its final location.

Much greater success can be reported in the Commission's plan to have a road built on the south bank of Jonathan Creek, which now stands as Westmount Boulevard, an important link between several subdivisions. When Mr. E. C. Jones presented his first plan of subdivision of his lands, lying in the County of Westmorland, now part of the City and known as Mount Royal, it did not include such a road and he was very unreceptive to the Commission's suggestion to subdivide the area to provide it. He also was very much opposed to the Commission's demand for a public park area. He had laid the

property out in the usual "grid" pattern as he had earlier laid out Hillcrest, and was very loath to depart from same. As time elapsed however he came around to a more reasonable attitude, and the subdivision was designed in its present form by the Commission staff. Later Mr. Jones wrote a letter of commendation to the Commission with regard to the Mount Royal design and today's picture of curving streets and high cost houses justify the Commission's decision on the matter.

Central Mortgage and Housing Corporation at this time had just entered the housing picture and they were strongly set against the old idea of "grid" pattern street layouts; they penalized subdivisions laid out in this manner with reduced loan values. From this time on it became much easier for the Commission to procure more co-operation from developers in the matter of larger sized lots, better street patterns and park and playground areas. In both the City and County areas there are now a number of approved subdivisions which it is felt will satisfy the need for housing requirements for some time. The land for commercial development in the area is perhaps not so well in hand, but the Board of Trade has taken up the matter and with a large area between Baig Boulevard and St. George Street available for future development by commercial firms, that problem would appear to be more or less solved, or will be when a sewer and water service design has been worked out for the area.



At the first regular meeting of the Commission, held on September 1st, 1948, a Street and Traffic Committee was set up under G. W. Hudson as Chairman with Roy MacManus and Lloyd Parsons as members. This Committee was instructed to consider their work under the following headings:-

Arterial Streets (including  
Intersections,  
Bridges,  
Tunnels and Viaducts),

Traffic Regulations,  
Airport,  
Parking Spaces, and  
Transportation generally.

It is interesting to note in the light of the number of parking meters now in Moncton that in one of its first reports, this Committee recommended to Council that the city study the advisability of parking meter installations at various locations in the city as a means of alleviating the evergrowing parking problem. This report is recalled only as an instance of Planning Commission participation in most of the various civic developments of the last 15 years.

Early in 1949 this Committee arranged for a meeting to be held with Provincial authorities in Fredericton to discuss local traffic problems. The meeting was attended by J. H. McClure, L. T. Tingley, S. R. Frost, A. L. Gorbell, Alderman Gaskin, City Engineer Edington and the two Moncton City members of the Provincial Legislature, Messrs. J. A. Fryers and C.I.L. Leger. This meeting considered a Commission proposal to have St. George Street extended to a junction with the No. 2 Highway (Salisbury Road). A Commission map of Moncton City and the surrounding Westmorland County areas showing existing and suggested additional roads was displayed and discussed. It was thought that Main and St. George Streets should be given about equal facilities for traffic entering the city from the west. A crossing would be made over Jonathan Creek on St. George Street and a marsh road eastward from Milner Brook Underpass would be built south of the Railway to Commercial Street. These maps and drawings were left with the Highway Officials at Fredericton as large portions of these two proposed roads would be provincial highway construction outside the city boundaries. The plan included traffic circles on both sides of the railway underpass at Milner Brook, Salisbury Road.

In a review of this presentation which was made fifteen years ago to the Provincial Highway Department, it may be noted that the road south of the railway (known as an extension of Commercial Street to the Underpass) remains one of the many good proposals originated by the Commission which the authorities having jurisdiction have failed to implement. In the case of the recommended extension of St. George Street to a junction with the No. 2 highway, this proposal has been achieved (with a "dog-leg" at Edinburgh Drive), but with no thanks to the provincial government, having been built by the city as far as Edinburgh Drive and by the railway onward to Jones Crossing in the course of their construction of the new "Hump Yard" to the west of the City.

In the meeting of June 3rd, 1949 mention is made of the submission by Mr. F. C. Jones of a plan of subdivision of what is now Mount Royal Subdivision and what was then a portion of the County of Westmorland. This plan was passed to the Commission's Zoning and Development Committee for study and on July 8th a comprehensive report on same was made with particular reference to the street pattern. This report noted that the plan as submitted had been so prepared that great difficulty would be experienced in extending its streets onward into the lands to either the east or the west of the property. Unless now corrected this would lead to an impossible street layout for the whole area to the south of Jonathan Creek with streets in one subdivision failing to mesh with streets in another. The Commission decided that an entirely new street pattern would have to be designed, including a brook-side avenue along the north slope to the marsh (now Westmount Boulevard). Later an overall design for the whole area was made by the Commission staff, including park areas in both of what are now Mount Royal and Westmount as well as in Brentwood Village. At first Mr. Jones was strongly against having his plan disturbed, but later sent a letter of commendation to the Commission for their work in this regard and the subdivision as now developed stands as an excellent example of Planning Commission achievement in an area which at that time was beyond the city boundaries in Westmorland County, and subject to no controls other than those imposed by the Commission. Had it been built in the manner first set out by the owners it would present a very different picture than it does today, with its curving streets and highly assessed dwellings.



A somewhat similar situation developed in the Mountain View Subdivision when the owner, D. A. MacBeath, donated land for the site of a new Moncton City Hospital. This subdivision had been laid out some years before with a standard "grid" street pattern. For residential areas the "grid" street pattern is both wasteful and dangerous with every street a high-speed through traffic artery and every intersection a four-way collision hazard. The Commission spent considerable time and effort on remodelling this area to take care of an adequate traffic flow around the hospital property. It was of course impossible to correct the street design of the portions lying close to Mountain Road as they were already built upon. This included MacBeath Avenue which had been developed as a two lane street without adequate width to accomodate such a street design. However, it was the wish of the owner of the subdivision that this remain as it was, although the Commission strongly urged that the centre divider be removed and the travelled way be widened by this amount. The right-of-way for the boulevard (Wheeler) which the Commission originated, following along the slope of the marsh, was laid out by the staff across this subdivision and was filed as a registered plan. The boulevard remains largely unbuilt (as of 1964) although its construction was first recommended to the city by the Commission in September 1949. Its construction has been shelved by successive councils ever since. There is and always was a pressing need of this important traffic artery and the delay in its implementation by the city authorities over this long period of time is one of the major frustrations of the Commission.

The street pattern in the Albert County portion of the Commission's jurisdictional area has been the focus of a great deal of thought and effort. In the early days of the Commission the Riverview subdivision with its "grid" pattern style of street layout was already well established; the Gunningsville portion had no formal street pattern whatever, having been developed in most cases by various owners selling off building lots along roads or lanes leading "up-hill" and being extended here and there to accomodate each new house. This had resulted in a number of streets being built up the hill from the Hillsboro Road, most of which just "ran out" at the last house they serviced. An ideal solution would be the

reinstating of "Old Government Road" at the top of the hill across all the ownerships from the Naval Station Property to a junction with the highway a mile or two up river. The fact that this would cut across the Golf Club and the Interprovincial Home properties seemed to effectively discourage this solution. Correspondence was carried on with the Provincial Department of Public Works and several alternate plans were discussed with officials of the Department. Coincident with the development of the Fundy Heights Subdivision the street servicing of lands between the Naval Station property and the Golf Club was considerably improved by the addition of two east-west streets tying together the several "up-hill" roads in the area. This improvement in the street pattern of Gunningsville received a good deal of personal attention from Commissioners McClure and Wood, and they materially assisted in the solution of a number of the problems involved by personal interviews with property owners, as needed, to extend and widen streets to the now fairly satisfactory situation as regards traffic arteries in the Gunningsville area.

The Golf Club's presence still effectively prevents the integration of the various communities with a proper network of east-west traffic arteries. The Department of Public Works expropriated a street right-of-way across the Interprovincial Home property to the south of the main building and that construction has gone a long way toward improving the situation with regard to Riverview and Riverview West. The Commission envisions the time when Trunk Road, a street in Riverview Subdivision, will be extended in both directions to act as a tie-in through all of these now separated districts. It seems imperative that the various communities be connected by a through traffic artery other than the front road along the river, as it is most difficult to integrate school districts and church groups with only the one main highway to use as a travelled way between them.

The Commission was able to act as a sort of arbitrator between the Hillcrest Subdivision owner, F. C. Jones, and Lee Jones, owner of the land next adjacent to the west, when the latter sold the Hillcrest School site to the Moncton School Board. It was found that a discrepancy between the lot lines existed and by taking advantage of this, the office staff was able to persuade the two owners to revise their subdivision plans somewhat and



thus provide for what is now Parlee Drive connecting St. George Street and Broadview Avenue. As the School Board stubbornly refused to face the new school towards St. George Street, it would otherwise have had no direct entry on a city street if the Commission had not negotiated this switch in lot lines between these two owners, and made it possible for Parlee Drive to be built to provide an entry to the front door of the school from a through street. When the negotiations with F. C. Jones, Lee Jones and the School Board had been completed each expressed satisfaction with the solution developed by the Commission staff, and a study of the area will confirm that the matter has in fact worked out very well.

Another area which the Commission can contemplate with some satisfaction as regards streets is the Newton Heights area. At the time of the Commission's inception this was a haphazard group of houses, lying in the County of Westmorland, with partially constructed streets here and there as the various lots had been built upon. Although a sketchy sort of subdivision plan did exist, there was no water nor sewer service yet installed. In 1950 Mr. F. C. Jones purchased all the remaining lots which were unsold from the owner, and solicited the assistance of the Commission staff in revising this subdivision plan to accommodate the "Brookside street" which they had designed for his "Mount Royal" subdivision farther to the west. At the Commission meeting of December 14th, 1950 the members discussed the matter and instructed the Secretary to give Mr. Jones full cooperation in the problem of redesigning the street layout as much as the dwellings already built would permit. Although this remodelling job required considerable time and effort on the part of the staff, no insurmountable difficulty was encountered. Mr. Jones was so satisfied with the second layout of his Mount Royal Subdivision that he willingly cooperated by buying extra land, demolishing buildings which stood in the way of new streets, etc. Chapman Street was extended across the property of Lee Jones (later Westmount Subdivision) to join up with the same street in Mount Royal, several short streets were closed to make a better over-all pattern and the whole area east of Milner Road thus became a well integrated street layout which it is unlikely would have developed without the intensive effort of the Commission and its staff, the area not being a part of the city at the time and subject to no restrictions whatever except those imposed by the Planning Commission.

On May 8th, 1951 the City adopted as a partial "Official Town Plan" a plat showing the Hall's Creek Boulevard (later Wheeler Boulevard) and the proposed extension of Connaught Avenue to Killam Drive as prepared by the Commission. This plat also showed the extension of Bromley Avenue in a curve to join North Street and as well several revisions of the Garden Hill Estates Subdivision in that area. History shows that the Boulevard after all these years is still unbuilt but the Commission takes a great deal of satisfaction in the fact that Connaught Avenue has now been completed throughout its length as proposed by the Commission in those early days and now extends from Killam Drive in the Parkton area to Morton Avenue in Humphrey; its future extension eastward to Redmond Street will further increase the usefulness of this much needed east-west route in the north of the city.

The exact route of Wheeler Boulevard, although on a registered plan at Dorchester, still remains in some doubt in certain areas, and this fact has contributed somewhat to the failure of the various city councils since 1951 to complete this much needed thoroughfare. The Commission from its earliest days recommended that a portion of this street be built each year and envisioned it as crossing Church Street and after passing under the railway, continuing across the marsh to a junction with the extension of St. George Street eastward and the main highway at Dieppe. This may come to pass but the speed of progress so far would lead one to believe it will be some time before it is completed. However, in the meantime, TransCanada has been built to the north of the city and this, together with the Connaught Avenue extension, has taken some of the traffic pressure off of Mountain Road. The streets to the north of Mountain Road however are still faced with the necessity of feeding their traffic into that street on its way to Main Street and the downtown area.

No great problems are anticipated in regard to traffic patterns of future Subdivision developments in and around the city as the Subdivision ByLaw now provides the Commission with opportunity for close study of proposed street layouts. If a magic wand could be waved to complete the Commission's early proposals for the construction of Wheeler Boulevard, Commercial Street Extension with a traffic circle to the south of the



underpass, the extension of Waterloo Street to Bridge Street, the reinstating of "Old Government Road" at the top of the hill in Albert County, the removal of railway crossings in Moncton by taking the railway around the northern perimeter of the city, and later proposals such as the widening of Main Street between the two subways, building a traffic artery southward from St. George Street via the now abandoned C.N.R. right-of-way and its extension across the Terminal Centre leased land to Albert Street, the building of a street along the Natural Park property from St. George Street to Killam Drive, an underpass on Edinburgh Drive at the C.N.R. crossing, and an additional river crossing to Albert County, then the majority of our present traffic problems would disappear. Perhaps the "Moncton of the Future" will finally show these proposals of the Planning Commission as realities - Let's continue to work toward these goals, remembering always that only by actions of the municipal Councils and the federal and provincial governments can these proposals be implemented. After all they are the authorities who must find the money necessary to carry out such plans.

Planning is of necessity a long range effort. Fifteen years is a short time indeed in the life of a city and we can only hope to see a small percentage of our labors take concrete form during our lifetime.

The Planning Commission's connection with the construction of this major new highway across the Moncton Metropolitan Area (a distance of some 23 miles from Lower Mountain Road in the west to a point north of Meadowbrook Road in the east) was characterized by more or less continuous frustrations, and highlighted by a number of successful special efforts. The Provincial Department of Public Works, inspired perhaps by a distrust of possible local profiteering, would never disclose to the Commission or the local authorities details of the chosen route for any of the five local sections of the road until the Right-of-way in each case had been expropriated or otherwise procured and the construction contract for same had been let.

This lack of early information often proved an embarrassment and even a serious handicap to the Commission in its administration of the Subdivision and Zoning ByLaws in the areas affected. Also the ever-changing rules governing "Controlled Access", set-back, etc., at intersections with existing roads or along the new Trans-Canada right-of-way has resulted in uncertainties as to the construction rules, and in some instances as to underlying policies. For instance, the denying of a building permit to one applicant might sometimes be followed by the subsequent granting of a similar permit to a later applicant, sometimes even on the same property. Of course such incidents do not lead to a happy public relationship with the affected parties, but to date the Commission has survived the resentments thus quite often engendered, although at times the going has been tough. Even yet some of the rules remain unclarified and the various authorities uncertain of the limits of their respective responsibilities.

On October 6th, 1950, when Major E. W. George, M.P. for Westmorland County, together with local members of the Provincial Legislature, met with members of the City Council, accompanied by the City Engineer and Town Planning Commission representatives, to announce the imminent construction through this area of the TransCanada Highway, he outlined the several roles (as they were then designed) of the Federal and



and Provincial Governments in the project, and requested the City authorities to give some thought to their own preferences as to the route to be followed through or around the city by this new highway.

At this time the city boundaries had not yet been extended to include the Town of Sunnys Brae (1955), nor the later additions of the Parkton-McKinnon Area (1956) or the Humphrey School District (1957). Early in 1951, having been informed that engineers of the Provincial Department of Public Works had surveyed the proposed route for the new road, the Planning Commission asked to be advised of the route selected in order to:- (1) judge of its local acceptability, and (2) guard against conflicting subdivision developments or other construction plans which might be adversely affected. This requested information proved very difficult to obtain and it was not until March 1954 that the Asst. Chief Highway Engineer in answer to repeated requests provided even a "sketch plan" of the projected route, and then only as far to the east as a proposed overpass over the main line C.N.R. tracks between Cook's Brook and Painsec Junction.

There were several disquieting features of this plan which the Commission staff felt needed re-study, for instance:-

1. At a point a quarter mile to the east of Magnetic Hill the plan proposed the merging of TransCanada Highway traffic for the next three-quarters of a mile with the traffic of Highway No. 33 between Moncton and Newcastle. Most of the visitors to Magnetic Hill, one of New Brunswick's principal tourist attractions, pass over this three-quarters mile stretch of highway, the majority of them twice (both coming and going) and Mrs. Sikorski had recorded some 250,000 visitors during the previous six-month tourist season. Traffic merging is a reducer of highway efficiency at best, and in the light of the heavy summertime use of No. 33 route, the Commission staff felt justified in recommending against the proposal to merge these two highways. With this view the Dept. of Public Works finally concurred and agreed to construct a separate route for TransCanada Highway;
2. The originally proposed route for the new highway was designed to cross the main line C.N.R. tracks on an overpass somewhat to the east of its intersection with Highway No. 11 (Shediac Road) near what was then Cook's Brook railway station. Because of the presence

in the near vicinity of the Lakeside Golf Course, and other factors, the intersection with Highway No. 11 occurred only a few hundred feet beyond that Highway's level crossing over the C.N.R. main line tracks to Halifax. In the light of the extra heavy summertime traffic on Highway No. 11 and the closeness of its two level crossings (the railway crossing and the TransCanada intersection) the Commission staff requested a review of this problem also. Various solutions were tried out and the one finally chosen moved the TransCanada-C.N.R. overpass about one mile to the west of its original location, this removing all the danger points of the original design.

3. During the discussions relative to the above (Shediac Road) intersection, the Commission had strongly recommended the construction of a grade crossing elimination structure at this point. The Highway Dept held to the opinion that this was unnecessary - in fact it was stated that nowhere in the province of New Brunswick did intersecting traffic volume justify such structures. The Commission countered with the view that at both Highway No. 33 (Mountain Road) and Highway No. 11 (Shediac Road) such structures were a must of the immediate future and should be installed now. This latter view ultimately prevailed and the Department's viewpoint was modified to include structures not only at these two points but also at the Gorge Road Crossing, the McLaughlin Drive Crossing and at Elmwood Drive in the City of Moncton, with traffic exchange routes to be added as needed.

4. Some difference of opinion also developed as to the extent of the traffic exchange routes to be added at McLaughlin and Elmwood Drive underpasses. Agreement was finally reached by according the Elmwood Drive structure full (four quadrant) exchanges and deferring any exchange treatment at McLaughlin Drive until the volume of traffic warrants it.

In summary then it is clear that the Commission's concern with the location and design of TransCanada Highway along its twenty-three mile course through the Moncton Metropolitan Area has had a major effect on the construction of that highway. The need for overpasses at certain highway intersections was thus first recognized in the Moncton area, and this change in departmental thinking has since resulted in other such structures



elsewhere in the province to the evident increase in road safety in every instance. Meanwhile the lists of highway accidents and fatalities at the many level crossings, constructed earlier on TransCanada in the neighborhood, continues to grow - witness the Salisbury Road and Petitcodiac Road intersections records. The Meadowbrook Road intersection should also be especially protected and some changes in this regard are now under consideration for the coming summer. The Planning Commission has every right to be proud of what it has accomplished with regard to TransCanada.

At the Commission meeting of October 28th, 1949, attention was drawn to the Department of National Defence housing development then under construction on the Coverdale Naval Station property in Gunningsville. No attempt had been made to vary the design of the sixteen single dwellings in the contract. They are as alike as peas in a pod, the only possible variation being in the final painting job. It was the consensus of the meeting that this would create a monstrosity along one of the main highways of the district and it was agreed that a formal letter of protest in connection with this matter should be filed with the Provincial Planning Board at Fredericton in an attempt to forestall any additional dwellings being built in like manner. It was felt that as both the Federal and Provincial Governments are spending considerable amounts of money on the matter of Town Planning it seems an anomaly that the Dept. of National Defence should be guilty of such deliberate down-grading of their own amenities in an established town planning area.

Correspondence was carried on with the Provincial Planning Board at Fredericton and later with Mr. Humphrey S. Carver who had been appointed a Director of the Central Mortgage & Housing Corporation's division dealing with housing for the armed services. This correspondence resulted in a changed attitude when Commission approval was sought and when tenders were called for an additional twenty-four houses in July 1950, and the outcome was that various building designs and layouts were now added to the rest of the development. Unfortunately the "beehive" box-type houses which had already been built were located to the front of the development and to the casual observer driving along the highway, these still present a dreary and uniform appearance which could have been avoided had the Federal agency first consulted with the Planning Commission when the project was begun.

Mr. Carver requested data regarding the Town Planning controls and requirements and a most cordial relationship developed with this Central Mortgage and Housing Authority. In 1956-57 the Department of National Defence constructed "Avadia Park" as a "Barred Quarters" Housing Project for Airforce personnel attached to No. 5 Supply Depot, Moncton. Regular consultations occurred between the Corporation, who were in charge of the planning and construction of this project, and the Commission, in relation to subdivision layout,



traffic pattern and house designs. The completed development speaks well for the Commission's endeavors in this respect, it being one of the most attractive and best-planned D.N.D. housing complexes in the Maritimes. It might be noted here that the Commission later on strenuously disapproved when the neighborhood recreation group decided to move one of the old supply buildings from No. 8 Depot into the "Park" to be used as a centre for their group activities, and it can truthfully be said that the building as it stands today is hardly an ornament to the Park. It apparently serves a very useful function however and in spite of its highly utilitarian appearance adds considerably to the life of the community.

Quite different results came from the Commission's earnest endeavors to prevent the R.C.M.P. from locating their headquarters operations in one of the prime residential districts of the city. In spite of repeated conferences and a personal tour of the city by the Secretary with officials of the Department in an effort to persuade them to choose a less offending location, nothing was of any avail it seemed. The barracks, garages, and unattractive housing units stand today as but another example of "Planners Propose but governments, big or small, dispose".

Another example of the same was the really disastrous result which occurred when the Department of Public Works (Canada) extended the facilities of the Federal Building without providing adequate parking space for same. This was done in the face of very strong objections from the Commission. At the Commission meeting of February 17th, 1960 the Secretary reported that local architects had been in the office with tentative plans for the enlargement of the Post Office Building to accomodate all federal departments scattered in various locations throughout the city. The members expressed fears about the parking situation and instructed the Secretary to write to the District Architect with an inquiry about the problem. This was done and the inquiry was passed on to Ottawa. At the May 2nd meeting the Commission received a letter from Ottawa reporting that 84 parking stalls would be provided and this would prove adequate as it was the Dept's experience that one parking stall for each 6 employees had proven satisfactory in other areas.

The staff held several conferences with Messrs. LeBlanc and Gaudet, the local architects working on the plans, and tried to enlist their assistance toward a more adequate parking reservation. One solution suggested by the Commission was the purchase of the old, dilapidated buildings on Elm Street and the closing of the street, thus making the whole area into a parking lot with an entry from Gordon Street. Several other solutions were possible - it should be remembered that at this time the Downtowner Motel was not in existence and the land which they now occupy could have been procured by the federal authorities. However, the local architects disclaimed any ability to influence the Department in such matters and another letter was directed to the District Architect pointing out that 84 parking stalls would provide for only about 500 employees at their own count, whereas the Commission had reason to believe that the number would be considerably greater than this.

On July 6th, 1960 the District Architect replied that the population of the combined old and new sections of the Federal Building at Moncton would be approximately 500-520 persons, although the Secretary had been told by the maintenance department at the Post Office that the old section of the building already contained approximately that many. In the face of this positive statement from the District Architect however, there remained nothing for the Commission to do but bow to the higher power. In the light of today's traffic congestion at the corner of Highfield and Main Streets, it is interesting to note that the maintenance department now reports that the present daytime population of the Federal Building is in the 800-825 figure, or sixty percent higher than was then projected. All this without any regard for "customer" parking whatsoever - another excellent example of the frustrations which beset planners, everywhere!

As of the present writing it would appear that another difficult situation is in the offing in that the New Brunswick Electric Power Commission which is in the process of planning construction of a headquarters set-up consisting of offices and stores buildings on the TransCanada Highway at Moncton, has informed the Secretary that "it is not the practice of The New Brunswick Electric Power Commission to apply to municipalities or government authorities for building permits, as the Town Planning Acts and By-Laws thereunder do not



apply to the Crown or Crown Corporations". This was in reply to a letter sent to the Power Commission by the staff on instructions from the Commission meeting of April 29th advising of the necessary requirements for the receipt of Building Permits and Zoning Approvals in the City of Moncton. All of which would seem to indicate that Town Planning requirements and City By-Laws are going to be by-passed in this case also.

Because we are inclined to take for granted things we are familiar with and rarely pause to consider how they got that way, few citizens of Moncton today are fully aware of the impact planning as carried on by the Town Planning Commission of the Metropolitan Area of Greater Moncton has had on the face of Moncton and the Metropolitan Area surrounding it, even in its short lifetime.

Take a look at the area comprising Newton Heights, Westmount, Mount Royal, Brentwood Village and Acadia Park, and consider how few people, perhaps even including yourself, really have any conception of the time and effort and stubborn digging in, sometimes called "red tape", that was needed to turn this large area which, at the time of the inception of the Commission, was in Westmorland County, into what is now possibly the best all-around residential development in the City of Moncton. At that time this area was largely agricultural land in various ownerships with only a small haphazard development in the eastern part of the Newton Heights portion. The rest was either farm land or bush land on which could be found three or four houses, quite a few barns, some cows and countless blueberries!

When the late F. C. Jones purchased the portion now known as Mount Royal, the Subdivision ByLaws had not been even thought of, and the laying out of an area into lots and streets was entirely at the whim of the owner. This subdivision as it is today bears little resemblance to what it would have been had there been no Town Planning Commission. It would have had fifty foot lots, a "grid" type street pattern, no park reservation, no Westmount Boulevard, and would have been a quite mediocre community with streets which failed to mesh with those in adjoining areas. The entire job of designing the various new areas and the remodelling of Newton Heights was done under the supervision of the Commission and speaks well for the planning work done. The Acadia Park portion of the area, developed by Central Mortgage and Housing Corporation for the Dept. of National Defence, was also designed in complete cooperation with the Commission's general plan for the whole district. The Brentwood Village Subdivision was designed and planned by the Commission staff and like Mount Royal is laid out in a manner which merits the Central Mortgage and Housing Corporation's top financing approval for dwelling construction.



When you enter the TransCanada Highway by way of the safe and convenient traffic exchange installations at Magnetic Hill, Shediac Road and Elmwood Drive, do you realize that without the most insistent demands of the Planning Commission these would have been dangerous level crossings? Also when driving along the Connaught Avenue Extension with its fast and convenient means of getting across the city without entering Mountain Road, does it occur to you that this was built on a recommendation of the Commission? When you drive out St. George Street Extension and along Delong Drive to the "Hump Yard" do you mentally compare this with the access route which the C. N. Rys. had every intention of carrying out, that is, access via the Salisbury Road to McKinnon Road and thence via a dangerous pathway starting between the Saint John and the Main line tracks?

Did you ever study the Commission's map of the area showing the many plans which have been recommended to the various authorities for the improvement of the traffic and street patterns, only a few of which have so far been implemented?

Do you stop and wonder how the many new subdivisions in the area got developed in such an orderly and attractive manner? And do you realize that without the Subdivision ByLaw conceived by the Commission and through thick and thin successfully implemented by the various municipalities, these subdivisions would have been laid out and developed at the whim of the developer with regard to lot sizes, street patterns, etc.?

Do you rest easy in your home in a prime residential area, knowing that the Zoning ByLaw, also conceived by the Commission, is going to protect you from undesirable Commercial and/or Industrial developments on the adjacent lots?

When you hear discussions of Wheeler Boulevard and the pressing need of this east-west crossing of the city, do you pause and realize that its construction was first recommended to the City Council by the Commission in 1949?

These are only some of the accomplishments and plans of the Commission, most of which were achieved only by great effort and time-consuming conferences and meetings. A great many of the results of the Commission's work are known only to groups who benefitted directly from these efforts. For instance, without the store of maps, survey plans, etc. which the Commission had accumulated, the City Engineering, Assessing and Legal Departments

would have been in a very difficult position when trying to integrate the servicing of the outside areas as they became parts of the city over a period of years.

Likewise much assistance was given to the Dieppe area when they changed their status from that of a Village to that of a Town, and the scattered Lewisville area benefitted greatly from the Commission's assistance when it grew to the place where they wished to incorporate as a Local Improvement District and install sewers, etc. In the matter of the problem of changing a great number of street names in all the communities which had duplicate names of city streets, the Commission spent a great deal of time and effort with conferences with residents of the various areas and were instrumental in recommending to the various councils the changing of approximately eighty street names in the Metropolitan Area. This may seem like a small task on the face of it, but the difficulty encountered with city authorities over one recommended change - "Pleasant Street" is an example of the toughness of citizens generally when encountering personal inconvenience, even in street names. So we still have two "Pleasant Streets", one in Lewisville and the other a mile or more away in Moncton City to the continued confusion of postal clerks, delivery boys and taxi drivers. In fact it was the Postal Department which demanded that these street name duplications be removed or postal service would be discontinued. Among other names chosen for city street name replacements were the surnames of all the men who had served as mayors of the city since its incorporation.

Also the Commission rendered valuable assistance to Playtime Projects Limited in the working out of the terms of their lease of the Natural Park property, and in all the other innumerable details connected with getting this important project underway. A study of the Minutes of the Commission meetings in the years 1952 and 1953 will tell a story of continual conferences and recommendations to the city council and the legal department and to Playtime Projects Limited. The staff made on-the-spot surveys, plans and recommendations regarding the future of the area, and look forward to the day when this large city owned park will be a real beauty spot and a major tourist asset to the city and area.

Fifteen years is a very short period in the life of a city, and the Commission



has every right to be proud of what it has accomplished in this short space of time. It could not have been done without the enthusiasm and dedication of those many citizens who over the years gave unstintingly of their time and talents, without remuneration or thought of personal gain, as members of the Town Planning Commission of the Metropolitan Area of Greater Moncton.